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Humidity 98.

May 7, 1919, Temperature 78.

No. 17,457.

號七月五年九十壹百九千壹英

HONGKONG, WEDNESDAY, MAY 7, 1919.

日八初月四未己次歲年八國民華中

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BUSINESS NOTICES

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A. S. WATSON & CO., LTD.,
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THE HONGKONG ROPE MANUFACTURING Co., Ltd.
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MANUFACTURERS OF

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STRAND 3" to 16"
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TEL. No. 636.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

GERMAN DOINGS.

LONDON, April 25.
Berlin reports that Herr Eichhorn was rescued by a crowd of workmen at Halberstadt after three hours fighting. It is officially stated that 40 civilians were killed and 114 wounded, as well as 10 soldiers killed and 23 wounded, in the most recent disturbances at Dueseldorf.

SMALLPOX AT MOSCOW.

LONDON, April 25.
Stockholm learns from Petrograd that there were 3,640 cases of smallpox at Moscow last week.

SILVER MARKET.

SINGAPORE, May 5.
Silver is quoted 48 11-16; the market is quiet.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

FIUME.

LONDON, April 25.
The newspapers in London and Paris agree in regarding the final and formal withdrawal of any one Ally from the Conference as "inconceivable." "Therefore," they believe that an agreement will be reached.

All insist on the necessity of maintaining friendship between Italy and Britain and France, and rely on Mr. Lloyd George and M. Clemenceau to present a definite rupture between Italy and the United States. It is pointed out that the Adriatic impasse will not necessarily prevent the signature of the Peace Treaty with Germany. President Wilson's action is generally criticised as tactless.

ROME, April 24.
The Italian Press is insistent that President Wilson would have done better to appeal to the common sense of the American nation. It unanimously approves the decision of Professor Orlando to return to Italy.

There were demonstrations to-day in all the great towns in the Peninsula. The shops were shut.

FAR EASTERN CABLE NEWS.

(BY COURTESY "HONGKONG DAILY PRESS.")

STUDENT DEMONSTRATIONS IN PEKING.

TSAO JU LIN'S HOUSE BURNED.

CHINESE MINISTER TO JAPAN DIES FROM INJURIES RECEIVED.

PEKING, May 4.
A body of students this evening attacked Tiao Ju Lin's house. They smashed the windows, wrecked the garage, and finally set fire to the house. The Police were helpless.

THE STUDENTS' RESOLUTIONS.

PEKING, May 4.
A mass meeting of returned students this afternoon passed four resolutions.

Firstly, to telegraph to the Peace Conference pleading for justice and fair treatment to China.

Secondly, to telegraph to the Chinese Delegates urging them not to sign the Treaty if it contained conditions unacceptable to China.

Thirdly, to organise a demonstration to visit the "Big Four" Legations at Peking, and present a petition for transmission to Paris.

Fourthly, to telegraph to the Shanghai Conference urging the Delegates to hasten a settlement.

A mass meeting was also held in the Central Park, at which like resolutions were carried.

MORE AND CHEAPER WOOL.

The War Office (Wool Section) announces that on April 1 the present issue prices for wool, tops, and noils will be reduced on the average by 7 1/2 per cent., thereby "assisting in the reduction of the excessive level of prices for all wearing apparel, which have, for a considerable period, been a burden to the consumer."

Owing to large arrivals of wool at Liverpool, auction sales supplementary to those held at the Wool Exchange, London, may be held there from time to time.

IMPORTANT POINT UNDER MARINE INSURANCE POLICY.

JUDGMENT IN APPEAL COURT.

In the Court of Appeal, before Lords Justices Bankes, Warrington and Duke, the case of the North Shipping Company, Ltd. (of Newcastle-upon-Tyne) v. the Union Marine Insurance Company, Ltd. (of London) was heard upon the appeal of the plaintiffs from a judgment of Mr. Justice Bray.

Plaintiffs brought the action for the return of "paid up" premiums due on a policy of marine insurance, dated April 3rd, 1914, on the steamship North Britain, which belonged to the plaintiffs.

The facts were these:—The vessel received orders to go to Portland Harbour, and she proceeded there, and finally moored on 26th September. She remained there awaiting orders till October 14th, and then she was ordered to go alongside H.M.S. Formidable, and she began bunkering her. Subsequently she returned to her anchorage, and in ensuing days did similar service for a variety of other vessels. All this time she was acting under Admiralty orders: she had steam up over the whole period, and had her men on board. This work was done under orders of the Admiralty under the terms of a time charter with them. The question was whether, under these circumstances, the vessel was "paid up" in port. Defendants said this did not constitute being "paid up" as this phrase denoted being totally unemployed so far as navigation was concerned.

Mr. Justice Bray held that, apart from any customary meaning of the words, he was of opinion that the vessel was not laid up in port in such a way as to make the premiums returnable, as she was bunkering warships under Admiralty orders, and was not unemployed, and was at her moorings for only part of the time. He accordingly held that the plaintiffs' claim failed, and entered judgment for the defendants with costs. Hence the present appeal of the plaintiffs.

Mr. F. D. Mackinnon, K.C., and Sir Robert Ashe (instructed by Messrs. Botterell and Roope, agents for Botterell Roope and Temperley, of Newcastle) appeared for appellants, and Mr. R. A. Wright, K.C., and Mr. C. T. Le Queene (instructed by Messrs. Walton and Co.) for the respondents.

Without calling upon counsel for the respondents, Lord Justice Bankes, in giving judgment, said:—This is an appeal by the plaintiffs from a judgment of Mr. Justice Bray. The plaintiffs claimed the return of certain premiums under a clause in a policy of insurance, which provided that there should be a return for each consecutive 30 days that the vessel may be "laid up" in port. Plaintiffs claimed that their vessel was "laid up" in port during two periods of 30 days in the autumn of 1914 at Portland. And they sought to establish a custom which extended the words "laid up" in port to the circumstances under which the vessel was at those two particular periods of 30 days: laid up. The evidence established, and the judge accepted the operation of the words "laid up" in port to various operations in port which might occur in the normal course of the discharge of the vessel. But it was for the plaintiffs to establish that the custom extended to the particular operations on which this vessel was engaged, and the particular operations were being employed to bunker warships lying at Portland. It is admitted that the custom had never been applied to this particular operation before the war, but it was said that the custom had been accepted in the sense which warranted the application of it to these particular circumstances. There was a considerable body of evidence given on the point and the judge came to the conclusion that the risk which accompanied this particular occupation was a different kind of risk from that attending the operations in the normal course of discharge to which the custom had been applied, and he came to the conclusion that the evidence was not sufficient to satisfy him that the customary meaning had ever covered or had been intended to cover a case like this. I entirely agree with that conclusion. The onus is on the plaintiffs, and in my opinion they have entirely failed to discharge it. The appeal, therefore, fails and must be dismissed with costs.

Lords Justices Warrington and Duke agreed.

NOW IS THE TIME.

FOR rheumatism you will find nothing better than Chamberlain's Pain Balm. Now is the time to get rid of it. Try this liniment and see how quickly it will relieve the pain and soreness. For sale by All Chemists and Storekeepers.

ALIEN MASTERS ON BRITISH SHIPS.

EXPLANATION BY THE ADMIRALTY.

The Press Bureau has issued the following:—

The speech by Sir W. Watson Rutherford, M.P., if correctly reported in Times, conveys the impression that "80 alien masters" have been reinstated since the armistice, which is incorrect.

The full particulars are given in the Admiralty letter of 8th February last, which was referred to by Sir W. Watson Rutherford in his speech, and in order to prevent further misapprehension as to the action of the Admiralty in the matter, the Secretary of the Admiralty forwards a copy of the Admiralty letter in question for publication.

Admiralty, S.W., 8th Feb., 1919.

Sir,—With reference to your letter of the 20th January on the subject of alien officers in British ships, and to the report that no less than 80 foreign seamen (11 of whom are of German parentage) have recently been permitted to sail in charge of British vessels, I am commanded by my Lords Commissioners of the Admiralty to inform you that there appears to be some misapprehension of the facts.

In the early part of the war the Admiralty declined to issue confidential instructions as to routes, &c., to a British ship whose master was not British born of parents who were British subjects. The effect of that rule was to cause many masters who were British subjects by birth or by naturalisation to lose their berths. Many of them were of excellent character and undeniable loyalty, and had already done good service in command of transports, &c.

Numerous protests were received from shipowners and others, in addition to which an agitation was conducted in the press. The question was also raised in the House of Commons, particularly in the case of Mr. James Riepenhausen, which case was taken up strongly by Messrs. Alfred Holt and Co., and the Imperial Merchant Service Guild. Mr. Riepenhausen, it should be mentioned, though of German birth, came to this country in 1850, and became naturalised in 1877.

In view of this position an Admiralty Committee was appointed in the spring of 1917 to inquire into the case of any officer of alien parentage affected by the regulation who desired reinstatement in a position of command in a British ship. Many cases were dealt with by this Committee, who after calling for evidence, as to birth, marriage, nationality, service, &c., in most cases required the applicant to attend for a personal interview, but of all the officers whose cases were examined between April, 1917, and the present time about 60 were allowed to resume a position of command, while others were allowed to sail in some junior capacity. In a considerable number of cases, however, the application was definitely refused.

It should be noted that all the officers reinstated, though technically of alien parentage, were British subjects, and in several cases their application was supported by the Imperial Merchant Guild, the British Shipmasters and Officers' Protection Society, and others.

In regard to the eleven officers of German parentage who it is stated have recently been permitted to sail in charge of British vessels I am to observe that there are only six cases in which such officers have been fully reinstated in the position of master. These six cases include that of Mr. Riepenhausen.

These officers were all British subjects, and in some cases also their fathers were naturalised British subjects.

In one of these cases where a certain amount of trouble was created by the refusal of the men to sail in a ship on account of the master's German antecedents, Mr. Havelock Wilson, after investigating the circumstances, advised the Seamen's and Firemen's Union that there was no real ground for objection on the ground of his nationality. The details of this matter have been thus fully mentioned with the view of showing that the objections now raised to the action taken by the Admiralty are based on imperfect knowledge.

TO PREVENT ALIENS ACTING AS MASTERS.

At the next meeting of the Privy Council an order will be made under the Defence of the Realm Act preventing aliens from acting as masters or captains of British ships.

A GOOD RULE FOR THE HOME.

MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Colic and Diarrhoea Remedy as a safeguard against bowel complaints. It always cures promptly and no household is safe without it. For sale by all Chemists and Storekeepers.

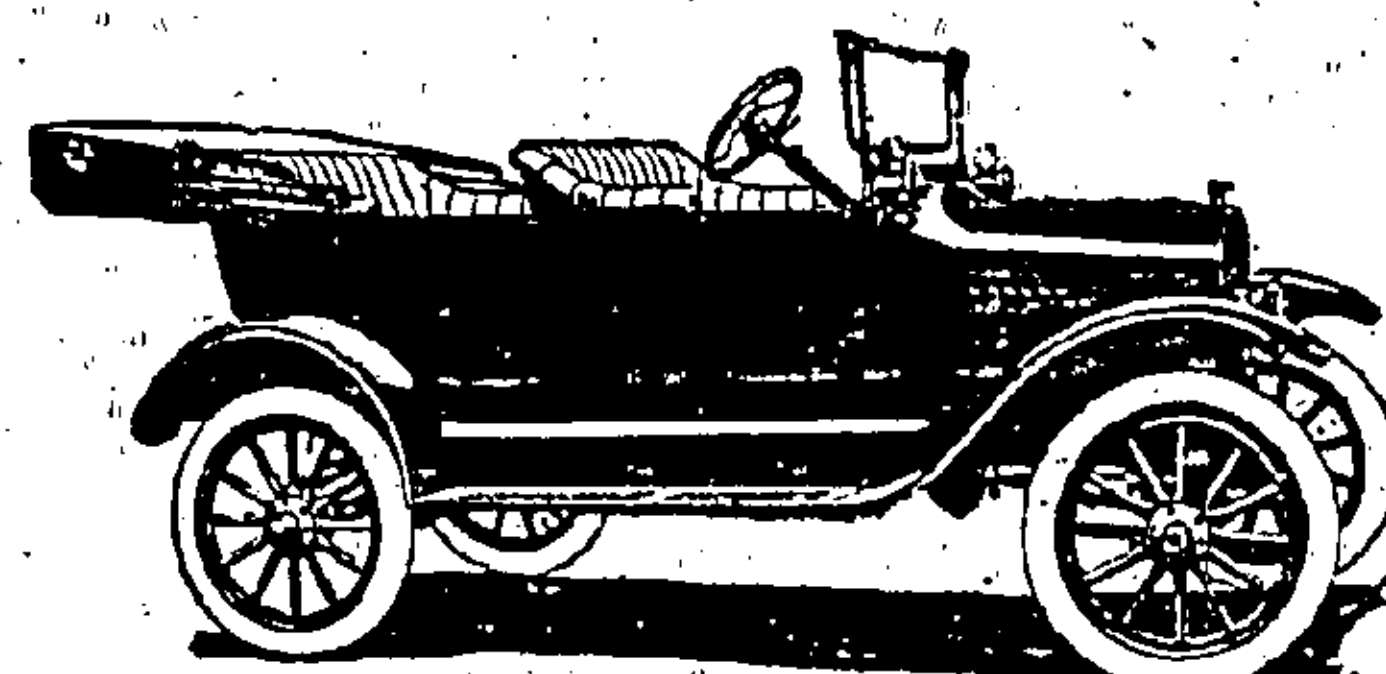
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Ford truck chassis with extra long wheel base and two solid tyres, 3,000 lbs. capacity ... \$1,800

ALL COMPLETE WITH ELECTRIC LIGHTS & ELECTRIC HORN.

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PERFUMERY & TOILET SOAPS.

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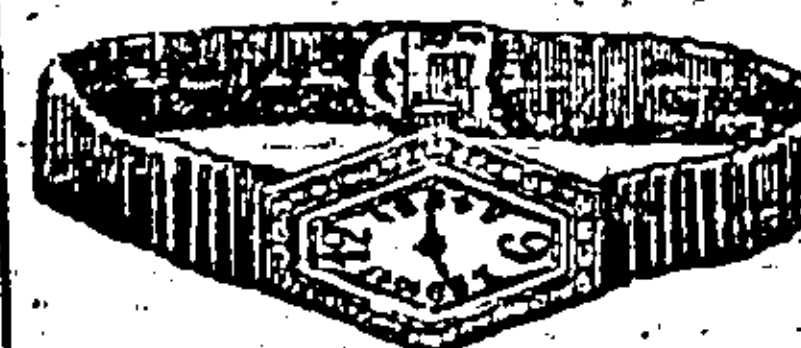
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\$2.50 & \$1.25 per Box.

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PUBLIC AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from The Hon. the Commr. of Police to sell by Public Auction

on

THURSDAY,

May 8, 1919, at 10.30 a.m.

at Yau-mat Police Moorings.

Two Police Launches,

Hulls—Teakwood,

Respective Measurement

Lengths—40 feet,

Beams—8,

Draughts—4, 6 inches.

Engines compound, non-condensing.

On view from 7th inst. or by arrangement.

Terms—Cash.

HUGHES & HOUGH,

Auctioneers to the Government.

Hongkong, May 2, 1919.

THE Undersigned have received instructions from JAS. W. GRAHAM, Esq., to sell by Public Auction,

on

THURSDAY,

May 8, 1919, at 2.30 p.m., at

No. 1, CANTON VILLAS, KIMBERLY ROAD,

Kowloon.

THE

Valuable Household Furniture,

therein contained.

Comprising—

Drawing Room Suite, Carpets and

Rugs, "Axminster" (as good as new),

a number of good Water Colours, Pictures,

etc., Electric Ceiling Fan, and

Fittings, large Sideboard, Dining Table

and Chairs, Glass and Crockery Ware,

Double Brass mounted Bedsteads large

and small, Wardrobes, Toilet Tables,

Washstands, &c., &c., Bathroom and

Kitchen Utensils.

And

Cottage Piano by Brinsmead & Sons

in good condition, one Telescope and one

Microscope, Treadle Sewing Machine

"Singer," large Ice Chest, Lawn Mower,

Sextant, Iron Safe, a large number of

Pot Plants, Roller, &c., &c.

(Full Particulars from Catalogue).

On view day of sale.

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, April 30, 1919.

WANTED TO PURCHASE.

PICTURES painted by Captain

LORING, R.A. "one time station-

ed here."

HUGHES & HOUGH,

Auctioneers.

THE "CHINA MAIL"

NOTICE.

Communications relating to news should

be addressed to THE EDITOR.

Correspondents must forward their

names and addresses with any communi-

cation addressed to the Editor, not necessarily

for publication but as evidence of good

faith.

All matter for publication should be

written on one side of the paper only.

Letters relating to business should be

addressed to THE MANAGER.

Rate of subscription to "China Mail" is

\$16 per annum, per quarter and per month

seem "pro rata."

The "China Mail" is delivered free at

subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifth

cents per month.

Orders for extra copies of the "China

MAIL" should be sent as soon as possible as

the supply is limited. Cash 10 cts., Credit

20 cts. per copy.

Rate of subscription to the "Overland

China Mail" is \$12 per annum; postage

\$1 per annum extra. Single copy twenty-

five cents each.

Alterations and additions to Advertisements

on Pages 2, 3, 4, 5, 6, 7, 8 and 9 should

be sent to the Office, No. 5, Wyndham

Street, not later than 11.30 a.m.

Alterations and additions to Advertisements

on pages 1, 4, 5 and 10 should be sent as

not later than 1 p.m.

New Advertisements should be sent in

before 2 p.m.

Advertisements and Subscriptions which

are not ordered for a fixed period will be

continued until countermanded.

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Code "A.B.O." 6th Edition.

Telephone No. 22.

THE CHINA MAIL.

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25 WORDS 3 INSERTIONS,
\$1. PREPAID.
Every additional 5 words 4 Cents.

WANTED.

WANTED AT ONCE—COMPETENT STENOGRAPHER & TYPIST (male); reply in handwriting stating experience and salary required. Apply Box 1117 c/o "CHINA MAIL."

WANTED—A LADY OF BRITISH RACE FOR OFFICE WORK in an old established firm in Hongkong. Good salary to a capable woman with knowledge of Book-keeping. Apply in writing stating qualifications to Box 1118, c/o "CHINA MAIL."

FOR SALE.

FOR SALE—Dark Fawn Pedigree BULLDOG, CARGILL HOLD-FAST, from one of the best prize winning strains in Australia. Ten months old. Splendidly built. Nice affectionate dog. Registered by C. Court Rice, Sydney, and with the Queensland Ladies' Kennel Club. Pedigree certificate and registrations, can be examined.—Apply to Box No. 1118, care of "CHINA MAIL."

TO LET.

TO LET—No. 102 The Peak, 6 ROOMED HOUSE at the Peak. Apply to PERCY SMITH, SETK & FLEMING.

TO LET—(FURNISHED), Kowloon (Chatham Road), FIVE-ROOMED HOUSE for 6 months from July. Apply JOHNSON STOKES & MASTER, Prince's Building, Hongkong.

TO LET—DERRINGTON No. 8 Peak Road, Furnished, from 1st June, 3 Rooms and 2 Tennis Courts. Apply to LINSTED & DAVIS.

TO LET—A FLAT in Nathan Road, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD.

Alexandra Buildings.

Hongkong, March 12, 1919.

TO LET.

TO LET—NEW HOUSES in Nathan Road, Kowloon.

No. 10

Ground and First Floors

No. 12

Ground and First Floors

Light and Airy, Electric Light & Bell installation, excellent sanitary fittings and arrangements, including

Water Closets, Enamelled Baths

(European Style).

TERMS MODERATE.

Apply to—LAI HIN MAN,

Manager.

Tong Wa Building Agency,

No. 43A Queen's Road East, Hongkong.

or

No. 10 Nathan Road, Kowloon.

PUBLIC AUCTION.

By ORDER

OF

THE MORTGAGEE

THE VALUABLE LEASEHOLD

PROPERTY SITUATE

at

WING ON STREET, VICTORIA IN THE

COLONY OF HONGKONG.

TO BE SOLD

ON

THURSDAY,

The 8th day of May, 1919, at 3 o'clock

in the afternoon

BY

MR. GEO. P. LAMMERT, Auctioneer,

at his Sales Rooms, Duddell Street.

THE PROPERTY CONSISTS OF—

All that piece or parcel of ground

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Lot No. 1985 Together with the

messuages and buildings thereon known

as No. 30 & 32 Wing On Street held

for the term of 999 years from the

26th day of June 1843 under a Crown

Lease dated the 6th November 1913.

AREA 1098 square feet or thereabouts.

ANNUAL CROWN RENT \$16.00

For further particulars and condi-

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LO AND LO

Alexandra Building,

Solicitors for the Mortgagee,

or to

MR. GEO. P. LAMMERT, Auctioneer,

Duddell Street.

Hongkong, April 28, 1919.

THE NEW REMEDY,

CHERAPION NO. 1

THERAPION NO. 2

THERAPION NO. 3

INTIMATIONS.

KOWLOON-CANTON RAILWAY.

(Barren Section).

THE Public is hereby notified that on WEDNESDAY the 7th May and on subsequent WEDNESDAYS until further notice the following additional local trains will run between Kowloon and Shum Chuen—

Lv. Kowloon.....7.38 p.m.

(stopping at all stations)

arr. Shum Chuen.....8.31 p.m.

Lv. Shum Chuen.....9.06 p.m.

Shoung Shui.....9.12 "

arr. Kowloon.....9.55 "

By Order

H. F. WINSLOW,

Manager.

Kowloon, May 5, 1919.

G. R.

NOTICE.

ALL PERSONS with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily at the PASS OFFICE, Post Office Building.

Applicants will be required to produce Passports or identification papers. All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non compliance is a fine not exceeding \$50.

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY GENERAL MEETING will be held at the Company's Office, St. George's Buildings, on SATURDAY, May 17, 1919, at 11.30 a.m., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to February 28, 1919, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from May 3 to May 17, both days inclusive.

By Order of the Board of Directors,

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, April 28, 1919.

THE CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY EIGHTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned on WEDNESDAY, the 21st May, 1919, at 11.30 a.m.

The TRANSFER BOOKS and REGISTER of Members of the Company will be CLOSED from the 7th May to the 21st May, 1919, both days inclusive.

Immediately after the above mentioned Meeting General Agents in pursuance of Article 17 of the Company's Articles propose to ask the Consulting Committee to sanction a call of \$50 per Share in respect of the monies unpaid on the shares held by members of the Company.

At the same time the General Agents will also under Article 104 (p) ask for the sanction of the Consulting Committee to the payment of a special dividend of \$50 per Share (payable immediately after the call) out of the Reserve Fund.

Should these sanctions be obtained the Transfer Books and Register of Members will be CLOSED for an additional 14 days, i.e. until and including the 4th June, 1919.

JARDINE, MATHESON & Co., Ltd.,

General Agents.

Hongkong, April 30, 1919.

TAIYO & CO.

(JAPANESE)

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MADE TO ORDER.

No. 24, Wyndham St.

THE FIRST CHINESE NEWSPAPER

EVER ISSUED UNDER

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THE LEADING CHINESE POLITICAL AND

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VARIOUS PORTS IN CHINA AND JAPAN.

718.00 per Annum delivered in Hongkong

\$18.00 to all Coast Ports.

No. 5, WING ON STREET, HONGKONG.

AMAZING STORY OF A DIAMOND PLOT.

ACCUSED GIRL WITH OVER £3,000 IN THE BANK.

"This was a deliberately planned and carefully carried out robbery," said counsel at Marlborough street Police Court March 17, in telling the romantic story of the stolen diamonds which were recovered in a Dublin back garden.

Clara Whiteley, alias Clara Krueyer, aged 21, was charged on remand with being concerned, with a man not in custody, in stealing two unset Cape diamonds and a diamond ring, valued altogether at £3,800, the property of Mr. William Giles, diamond merchant, of Heath Vale, Hampstead Heath.

Mr. Walter Frampton, prosecuting, said the prisoner was also known as Teddy Carlton and Teddy Dennis, making four names in all under which she was known. On January 24 Mr. Giles was introduced by an acquaintance to the prisoner at the Café Royal, Regent-street, as a person likely to buy diamonds.

He showed her some jewels, and they met there again by appointment on January 27. He then showed her other jewellery, including two Cape diamonds weighing 204 carats each. She said that a friend, an American millionaire, might buy them for her, and that she wished to have them valued. They went to a shop in Bond-street, where the jewels were valued, and she was quite satisfied.

The accused asked Mr. Giles to come to dine with her and her friend that night in order that she might show the diamonds to the latter. Mr. Giles went to the Ritz and saw the prisoner alone. She told him that owing to the bad weather her friend would not be down until very late the following morning, and she suggested that Mr. Giles should leave the diamonds with her until then. He refused to do so, as he had not known her long enough.

She rang him up on February 8, and said she had been to Plymouth for a fortnight with a friend. She had spoken to the latter about the stones, and there was a chance of doing business.

An appointment was made for February 10 at the Piccadilly Hotel. Mr. Giles met her there, and she suggested a quiet lunch; so they went to a hotel in Holborn, where he showed her the two Cape diamonds and a cross-over ring containing 153 carats. The value of the ring was £1,200. Altogether, said counsel, the value of the stones was £4,000.

After

SPARKLING MINERAL WATER.



AN EXACT REPRODUCTION OF A WELL-KNOWN
SPA AT HALF THE PRICE. BLENDS PERFECTLY
WITH SPIRITS, ESPECIALLY WHISKY.

A. S. WATSON & CO., LTD.

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JUST RECEIVED

PRETTY

Voile Dresses & Blouses

ALSO

Smart Net Dinner Gowns.

INSPECTION INVITED.

The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, WEDNESDAY, MAY 6, 1919.

CONSCIENTIOUS PRISONERS.

The Press and the people are still feeling too angry with the Conscientious Objectors to discuss their fate rationally. The Government—meaning the individual human beings who get together somehow and call themselves the Government—share this indignation, according to Colonel Wedgwood. In the House of Commons Colonel Wedgwood said these men had proved, by their endurance in prison, that they were really conscientious, and there was no longer any justification for keeping them there any longer. They were being brutally treated. (The conduct especially of the Governor of Wandsworth Prison was called in question. If the enquiry shows this man to be the devil he is painted, we hope they will give him a dose of his own medicine. Cruelty is the most deadly sin.) As for Home Secretary Shortt, he's a fool. Everybody knows that the old women on the Tribunals at Home were mentally incapable at the time of telling the difference between conscience and a candlestick. He objected to sending a circular to the jail governors pointing out that there should be no vindictive treatment, because the implication might hurt the feelings of the jailers. Mr. J. H. Thomas in the same debate opined that these men—the conscientious objectors, not the jailers—were among the finest types of our citizens. Lord Hugh Cecil, who is no Pacifist or Bolshevik, as everyone knows, had a letter in *The Times* complaining of the "cruel persecution" of these good men. In part he said: "The Government are, by their own account, keeping under punishment good and religious men whom they would gladly release if it were not for prejudices and complaints of persons who do not understand the true facts of the case and whose complaints are therefore groundless. I think your readers will agree that this is not a proper attitude for a Government to adopt. Nor would the Government so act if they felt, as strongly as I think they ought, the extreme wickedness of what is being done. I speak only of the imprisonment of those objectors who are, as the Home Secretary frankly says, good, and religious men. To keep such men under punishment, either for no object or to coerce them into doing what they sincerely think is wrong, is to incur a degree of moral responsibility which it is not easy to describe in language of becoming moderation. I venture, therefore, to appeal to all your readers who agree with me in

thinking that in a Christian State persons admittedly good and religious ought not to be punished for declining, even perversely, to do what their consciences forbid. I do so, not so much for the sake of the objectors as for the sake of the nation now involved in grave wrongdoing, and I ask everyone who shares my opinion to remonstrate with his representative in Parliament and with the Government, and call upon them to free our nation from the serious guilt of a persecution at once cruel and irreligious."

"Language of becoming moderation" is quite useless and foolish and indeed wicked on such occasions. One cannot slaughter pigs with toothpicks. What is needed is a yelp that will awaken even the vote-scratchers to a sense of the ghouliness involved. For a "Christian country" it beats the Spanish Inquisition for maliciousness and spite, and the time has come to say so. Lloyd George angled for laughter and applause when he announced his intention to "make their way hard." Keeping it up, now that the country is returning to sanity, he is returning to sanity, he is asking for the tars and feathers he deserves. As the *Manchester Guardian* well puts it, too many people have "closed their minds" on this subject, and only very plain protests can shock them into consideration of the real nature of the mean work of our official body snatchers. *The Guardian* says:

"It is really quite a simple matter, and can be put to quite a simple test. Do we regard a deep and sincere moral or religious conviction as a thing worthy of respect, or do we not? The conviction may be mistaken, or it may not. The question is, do we regard a conviction of that sort, one for which a man is prepared to undergo great suffering, to risk health or life, as a thing only to be met by violence and contempt? The question is really a pretty serious one and cuts deep, because the truth is that fidelity to conscience, even to the death, is not exactly a common thing, and it is true also that it is precious as it is rare. A man who is prepared to make such sacrifice is not a common man. He is a man very much above the common. He puts something which he regards as noble—or sacred—far above any personal advantage. He is capable of great deeds. In other circumstances and with a different outlook he might have been a great soldier and won his V.C. He is of the same stuff. We assume, of course, that he is the genuine article, that he is no shammer or shirker, no coward masquerading in the garb of lofty principle. We doubt if there ever were many of this sort. Certainly none are by this time left, or for long have been. They had only to accept work of 'national importance,' quite easy and comparatively com-

fortable things, in order to escape, and the coward and the shirker will long since have taken this inviting way out. Those who are left are men of a different stamp. The "absolutist" who refuses any sort of compromise may be a fanatic, but he is certainly not a shirker or a coward. Among these no doubt there are more than one variety. Many are Quakers, men whose piety and sincerity is beyond question, and who are simply applying in the face of extreme hardship the principles they have all their lives professed, though not by any means all Quakers have taken so stern a view of their duty. Others are more turbulent spirits, ardent Socialists or internationalists who regard war as the negation of the international spirit and refuse to fight against the men whom they regard as their fellows. And are they not also worthy of some consideration? No doubt there is in some of these men an element of sheer obstinacy but that kind of stiffness in support of principle is after all only the excess of a virtue, and we do not punish men merely for being obstinate. When the Military Service Act was passed in 1916 no one dreamt of punishing Quakers or any men who on grounds of deep and sincere conviction refused to fight. We were assured again and again that this could not happen, and a clause was inserted in the Act for the express purpose of preventing it. This desire and intention were creditable to Parliament and were fully supported by public opinion. No one then thought it right or tolerable to convert fidelity to conscience into a crime. It is part of the degeneracy of war-time and the submerging which it has brought with it of ideals that all this has since been forgotten. It is time, now that peace has come, that it should once more be borne in mind."

No honest man can read that, through and keep his "mind closed." No good man can read it without being roused to resentment, and to recognition of the urgent need for a more decent outlook. How is it that the Christian churches as such have made no protest in this matter, though individuals, to their honour, have done? And yet it concerns the churches. The doctrine that force must be resisted by force is not an obviously Christian doctrine, and one might suppose that the "churches might justly protest against the penalising of good men for the crime of putting a somewhat literal interpretation on the precepts of their religion."

Every now and then somebody makes a protest against noise in Hongkong. As a rule it is Chinese noise, and as a rule the objector is a European. It is not quite long since the Chinese noise was the subject of a letter to the *China Mail* from a European. The letter was signed "A. B. C." and was headed "Noise in Hongkong." The letter was signed "A. B. C." and was headed "Noise in Hongkong." The letter was signed "A. B. C." and was headed "Noise in Hongkong."

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CRACKER FIRING.

Despatches from Kimberley, South Africa, state that a chicken killed at Gong Gong recently was found to have a carat diamond in its crop. Two Irishmen who had killed the chicken immediately laid out a claim on the plot where the chicken had been feeding and within a few days were rewarded by finding more than 6 \$50,000 worth of small stones, together with several large diamonds, one of over 70 carats.

We regret to record the death of Mrs. Angelica Ozorio. The deceased, who was 87 years of age, was one of the oldest residents of the Colony; indeed, it is believed that she arrived here in a Chinese junk more than fifty years ago. She had 8 sons and 4 daughters, 57 grand-children, and between 130 and 140 great grand-children. The funeral took place yesterday, at 5 p.m., and was well attended. There were many floral tributes.

Following the killing of a Boynese woman whose head was mutilated almost beyond recognition, particulars are now to hand of another motor fatality in Orchard road, Singapore. A female adult either Javanese or Malay has been found on April 24, with her head smashed, lying at the corner of Orchard road and Cairnhill road. The assumption is that she had been knocked down by a motorcar. The driver of the first mentioned car has left his employer and absconded.

A STREET INCIDENT.

This is gleaned from the recent reminiscences of a Police Reservist. It shows the human interest of our cosmopolitan port, proves that the humble coolie is more humanly soulful than some foreigners have supposed, and warns us all against the moral paralysis of that Charlotte who

"What? They are indeed from the actual Front," said the coolies, gazing at them with less hostility. "Be pleased to ask them how long they strove with the enemy. Did they kill many of the enemy?" Assured on these points, the spokesman of the coolies begged that the French warriors would condescend to keep their money. It had been an honour to carry them.

LOCAL AND GENERAL.

To-day's dollar is up to 3s 5 7/16d. on demand.

To-day's return of communicable disease shows six cases, of plague and two of c.s. fever.

An echo of the wreck of the *Chiyo Maru* on Lamma Islands in 1915. Mr. G. P. Lammert will auction the remains as they lie on the island.

In a matrimonial case at Sunderland a demobilised soldier stated that the whole cause of the trouble was his wife's refusal to lengthen her skirts.

During the week ended April 19, 121 cases of cholera were reported to the Medical Officer of Health, as having occurred in Bangkok, and 108 deaths were registered from that disease, of which three were from cases reported during the previous week.

In reply to a message sent by His Excellency the Governor conveying, on the occasion of the centenary of Singapore, the loyal homage of all classes, a cable has been received from the Secretary of State for the Colonies expressing His Majesty's appreciation of the message.

The President of the French Republic has conferred the Croix de Guerre on Major Luang Ramdhirong, Captain Sri Sukhavati, Captain Pern Unasut, Sub-Lieutenant Bhakdi Kessamni and Sub-Lieutenant Kamol Joti kasthi of the Siamese Motor Transport Detachment for their fine attitude under fire.

A working arrangement has been arrived at between the Shell, Mexican Eagle and Burnham Oil Companies, from which it is expected that great economies will result. It is also believed that the British Government are desirous that the management and control of the Royal Dutch Company be moved to London and that arrangements be made to that end.

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As a result of a horse bolting in Bow Bazar, Calcutta, recently, three men were injured, two carriages smashed to pieces and a tram-car derailed and damaged. The horse was drawing a phaeton occupied by four Europeans. The driver was thrown into the street and the animal then collided with a tram which in turn collided with a Marwar's office jam. At this point a tram car smashed into both vehicles. The driver of the tram and the Marwar riding in the jam were removed to their homes. The jaun coachman's injuries necessitated his removal to the Medical College Hospital.

The wedding took place at Holy Trinity Cathedral, Shanghai, on April 28, of Mr. Hubert Duthy Hilliard, Deputy Commissioner of Customs, Shanghai, and Miss Cecily Margaret Dawson, eldest daughter of Mr. C. P. Dawson, Chinese Maritime Customs. The service, which was fully choral, was conducted by the Rev. A. J. Walker, Mr. R. B. Hurry, presiding at the organ. The bride, who was given away by her father, was attended by Miss S. Dawson, sister, while Mr. A.H.F. Edwards acted as best man. A guard of honour was formed for the bride party by men from the Customs Co., S.V.C., of which the bridegroom is captain. The honeymoon is being spent in Weihaiwei.

THE DRAMA.

SEVEN DAYS' LEAVE.

The Howitt-Phillips Co. had another full house at the Theatre Royal last night when they staged the spy play by Walter Howard entitled "Seven Days' Leave." As the title suggests the play dealt with the war at a period when Hun spies were numerous in England. The story is woven around Capt. Terence Fielding, R.H.A. (Mr. H. B. Waring) and his fiancée Lady Mary Heather (Miss Gertrude F. Godart). It starts with the arrival on leave of Col. Sharrow of the Intelligence Dept. (Mr. Charles Howitt) Capt. Terence Fielding, R.H.A., 2nd Lieut. Cornelius Keys (Mr. Leonard Stephens) and Pte. Lord Arthur Pendennis. At a party given at the Rev. John Middleton's (Mr. Charles Bradley) residence prior to the unveiling of a memorial to the men who had joined up at which the men on leave were present, Capt. Fielding met a couple of "Belgian Refugees" Paul Lamonde (Messenger Bellis) and Constance Morel (Miss Olive Stevens) and recognised them as German spies. He communicated his suspicion to Col. Sharrow and a trap was laid for them. Capt. Fielding was chosen to be the principal figure in the plot, Col. Sharrow relying on him to carry it out by pretending to woo Constance Morel. Fielding hesitated, explaining that he had only that day proposed to Lady Mary Heather and could not so hurt her feelings, but eventually he consented. Fielding and Constance soon became inseparable and stung by jealousy and Fielding's refusal to explain, she broke off the engagement and betrothed herself to Stephen Darrel. In the meantime, Lieut. Keys the son of the vicar's cook had obtained the vicar's consent to marry Kitty, the vicar's daughter, upon inheriting £20,000 from a rich uncle who had died in Australia. There was much fun in this scene when Mother Keys and her son both swooned upon hearing the good news. Roars of laughter were also provoked when Pte. Lord Arthur Pendennis approached the vicar a few seconds after the latter had consented to Kitty's marriage to Lieut. Keys, with the same request. Fielding continued to ignore Lady Mary and continued wooing Constance Morel. At a party in the vicar's house on the eve of his return to France he shammed drunk and thus allowed himself to be removed by the spies to the house on the cliffs whence he was to be put on board a submarine and taken to Germany. Fielding suddenly darkened the room by knocking down the lamp. A duel with revolvers took place in the darkness, Fielding being wounded in the right wrist. Col. Sharrow with a posse of soldiers including Pte. Lord Pendennis then came to the rescue and Paul Lamonde in order to save his skin gave information and with the aid of Lady Mary who swam out to a buoy and gave the signal, the Hun submarine rose to the surface and was quickly sunk by our destroyer. Fielding then rushed out and took the now unconscious form of the exhausted Lady Mary in his arms. The story has a happy ending. To-night, by special request, "Damaged Goods" will again be staged.

THE MAGISTRACY.

(MR. LINDSELL'S COURT.)

STEALING A TYPEWRITER.—A Chinese was this morning sentenced by Mr. R. E. Lindsell to six weeks' imprisonment for the larceny of an Oliver typewriter from Messrs. Benjamin and Pott's Office, in Queen's Road. Defendant when arrested had the typewriter concealed inside a straw bag. The fact that the cover was missing from the machine aroused a constable's suspicion.

8,000 LICENSED HAWKERS IN HONGKONG.—When a Chinese was fined \$3 for hawking without a licence in Des Voeux Road Central, Inspector Boulger informed the Magistrate that there were at present as many as 8,000 licensed hawkers in the Colony, and it was time to stop issuing new licences. Why?

A P.W.T. CASE.—Mr. Lindsell heard two cases in which two Chinese were accused of not complying with the orders of the Sanitary Department, to remove certain obstructions in Gilman Street and Queen's Road. They were fined \$5 each.

(MR. HUTCHISON'S COURT.)

POSSESSION OF ARMS.—Before Mr. R. O. Hutchison, two Chinese were charged with the unlawful possession of a revolver, a dagger and a packet of pepper. Sergeant Cockle arrested the men on Saturday afternoon at the Coffee plantation, where apparently the men were hiding. It looked as if the men were on their way to perpetrate an armed robbery, and their arrest was very timely. The case was remanded.

INSTITUTE OF ENGINEERS AND SHIPBUILDERS.

VALENTINITY.

Messrs. A. McIntyre and D. Macdonald, founders of the Institution of Engineers and Shipbuilders of Hongkong, leave the Colony shortly for good. They were highly honoured by the members and Committee of the Institution yesterday evening, and were the recipients of illuminated addresses.

Mr. R. M. Dyer, President, speaking as President of the Institution, observed that they were all gathered at the Institution to ask Messrs. D. Macdonald and A. McIntyre, to accept the addresses, on the eve of their departure.

The Chairman then read the address to Mr. Macdonald first, as follows:

To Donald Macdonald Esq.
Founder and past President of the Institution of Engineers and Shipbuilders of Hongkong.

Dear Sir:—

In view of your approaching departure from the Colony, the undersigned Committee of management, on behalf of the members of the Institution of Engineers and Shipbuilders of Hongkong, present this address in token of the respect and esteem in which you are held by all who have been brought into contact with you.

As one of the founders of the Institution, a member of the Committee for several years and President (1903-1904), our personal experience of your sterling worth, brings home to us the fact that we are losing a valuable member and friend.

We sincerely hope that in your retirement you will be long spared to enjoy the fruits of your labour in this Colony.

(Signed by the President and members of the Committee.)

Continuing Mr. Dyer said that in asking Mr. Macdonald to accept this address, he would like to mention that Mr. Macdonald's name would be found in the articles of association of the Institute, proving him to be one of the Institution's founders. If it had not been for Mr. Macdonald and one or two others like him the Institution would not have been, as it is to-day. They were all very sorry at his going away but they trusted that he will enjoy his retirement (applause).

The Chairman then read the address to Mr. McIntyre as follows:

To Archibald McIntyre Esq.
Founder of the Institution of Engineers and Shipbuilders of Hongkong.

Dear Sir,—In view of your approaching departure from the China coast, the undersigned Committee of management on behalf of the members of the Institution of Engineers and Shipbuilders of Hongkong, present this address in token of the respect and esteem in which you are held by all who have been brought into contact with you.

As one of the founders of the Institution our personal experience of your sterling worth brings home to us the fact that we are losing a valuable member and friend.

We sincerely hope that in your retirement you will be long spared to enjoy the fruits of your labours on the China Coast.

(Signed by the President and members of the Committee.)

Addressing Mr. McIntyre, Mr. Dyer said that the latter had just told him that this was his jubilee year in China, he having come here in 1899. He also was one of the founders of the Institution. He, the Chairman, thought that was a unique occasion the like of which had not been seen for a long time. He was glad to see Mr. McIntyre looking so well after his long stay here. It showed that engineering in Hongkong could not be called an unhealthy trade.

Answering Mr. Macdonald assured them that they had done him a great honour indeed. Looking back twenty-eight years ago when they started out to find the Institution they had met with a great deal of opposition but Mr. McIntyre was one of the first to give his help to the Institution.

There had been other Institutions of the kind in which engineers had lost money and so had got disheartened and would have nothing to do with it. The object of the Institution from the very start was to have a recreation room and a library for the sea-going members. Later when more support was given them it was thought that the Institution might be improved and enter scientific work. Scientific classes were started under Mr. Williams a Government school master, and a library was got up. This went on until the Government took up the question of scientific teaching and then the class was removed to Queen's College. He was only mentioning this point to show that the ideals of the Institution were very high when they started. The war had upset everything and he hoped that now with the cessation of hostilities the Institution would again attain to the highest standard and become a scientific institution for the education of junior members in shipbuilding and engineering. That could be done with the help of the Committee. As long as he was able to do anything for them he would be pleased to do so. He thanked them for the honour they had done him and hoped to remain a member as long as he lived.

OUR ARMED ROBBERS.

ROB MONEY CHANGER'S SHOP AND SHOOT ASSISTANT.

The manager and assistants of the Money changer's shop situated at 42, Des Voeux Road West, had a hasty surprise last night. At about 8 p.m. when the premises were about to close for business an innocent looking Chinese came in the shop to change a \$5 note. He was quickly followed by five more Chinese and the half dozen suddenly displayed a revolver each. That the weapons were loaded is certain as when one of the assistants attempted to make a move he was promptly shot through the arm. By this time the robbers had netted between \$500 and \$600 and with this they made off towards West Point.

The alarm was then raised but by the time the Police could get information there was no trace of the robbers.

No arrests have been effected up to the present.

Another reporter gives the following account of it:

It appears that at about 8.30 p.m. a Chinese went to a money-changer's shop and demanded change for a \$5 bill.

Whilst the accountant's attention was thus engaged, the man signalled to his confederates who immediately entered the premises. Revolvers were levelled at the inmates and the robbers after ransacking the place decamped with booty to the extent of \$500. Police whistles were blown and the accountant also joined in the pursuit after the desperadoes, one of whom immediately turned round and shot him in the right arm. He was later removed to the Government Civil Hospital. The robbers fled in the direction of West Point and were lost to sight.

The Police are carefully watching the various wharves and the Kowloon Railway Station, but their chance of getting the criminals is by now a poor one.

HONGKONG CHURCH MISSIONS.

Rev. W. T. Featherstone has edited and sent us a book that tells all about the work of the Hongkong Church Missionary Association, a local organization formed in 1899 to encourage local evangelization, on Church lines. Those interested will doubtless obtain copies. Two diocesan schools, the C.M.S. School of the University, St. Stephen's colleges, St. Paul's, Fairlie, numerous branch schools, the Victoria Home and Orphanage, etc., all come within the purview of this compilation, and are fully dealt with.

GOLF.

The final of the Morrison Handicap Cup presented by Mr. Morrison of the Chinese Maritime Customs, for competition by members of the K.C.C. and Kowloon Bowling Green Club, was played off last evening. Mr. Parkes of Kowloon Dock and Mr. McIvor of the Harbour Dept. were the finalists. Mr. McIvor won the cup by winning by 5 up and 4 to play.

MARINE COURT.

(BEFORE COMDR. C. W. BECKWITH, R.N.)

For being the out-side boat of more than five alongside the *S.S. Hymn* this morning, Chan-Mui, the mistress of Cargo boat 2537 was promptly hauled before the Marine Magistrate, \$5 or 7 days' with hard labour was the sentence.

Mr. McIntyre in response said that the honour conferred upon him was unexpected. He had merely been what he termed a "sleeping partner" of the Institute, although he had been one of the founders and for a short time on the Committee. The only business he ever did was to propose that the price of drinks should be increased. (Laughter.) He was very glad to say that the Institute had progressed considerably since its inception, both in membership and financially. Mr. Macdonald had referred to scientific work, which he (the speaker) hoped would be carefully considered. Although sea-faring men, especially those in middle-age, would not derive much benefit from it owing to not being on shore often, it would help the younger members. When the Institute was first started Mr. Ingles was President, subsequently Mr. Bain and Mr. Parlane held that office. The Institution did not succeed at first, it died a natural death, but the present institution rose out of the ashes and was progressing most favourably. He thanked them for the honour and wished long life and prosperity to the Institute and its members.

Mr. Dyer proposed that Mr. Macdonald and Mr. McIntyre should be made life members. This was agreed to with applause. A vote of thanks to the Chairman terminated the proceedings.

CHINESE CHAMBER OF COMMERCE

MEETING WITH COMMERCIAL SECRETARY.

Mr. H. J. Brett, the Commercial Secretary of the Legation, stationed in Hongkong, was present by invitation at a Committee Meeting of the Chinese Chamber of Commerce held on Tuesday, the 6th, at 4 p.m. A large number of leading merchants were present, among them being Mr. Lau Chu Pak (Chairman), Mr. Li Po Kwei (Honorary Treasurer), and the Hon. Mr. Ho Fook. In introducing Mr. Brett, the Chairman said: "Gentlemen, before proceeding with the business of the day, I have much pleasure in introducing to you a distinguished representative in the person of Mr. Brett, who is, as you know, one of the Commercial Secretaries attached to the British Legation in this Colony. On your behalf I now extend to him a hearty welcome. You have probably read in both the English and Chinese newspapers of Mr. Brett's past record, and the nature of his present duties. From his past experience and from what I have heard of him, I think I can safely say that the important and arduous task now being undertaken by him could not have been entrusted to a better hand. I know that it is Mr. Brett's earnest endeavour to bring the interests of Great Britain and China into closer touch with each other, and to promote their mutual welfare, and I am sure that he will succeed in these directions. In his letter addressed to this Chamber shortly after his arrival, he kindly offered to supply any information in respect of British manufactures and exports that we may require. As Chairman of this Chamber, I warmly thank him in person for this kind offer, which, I assure him, will be availed of as extensively as possible. Mr. Brett's offer is extended not only to the Chamber collectively, but to its members individually, and I hope that you will not fail to take full advantage of it. It is only by free interchange of views and friendly association that a better mutual understanding between the merchants of Great Britain and China can be reached, and a better trade between the two countries thereby promoted. In Mr. Brett we have an admirable intermediary who will use his best efforts to bring about this desired result. With these few remarks, I once more extend to Mr. Brett our warm welcome, and assure him of our whole-hearted co-operation."

Mr. Lau Chu Pak first spoke in Chinese and then turned his speech into English, after which Mr. Brett replied (the Chairman interpreting). Mr. Brett said: "Mr. Chairman and Gentlemen, I am very grateful for the honour which you have shown me in inviting me to meet you here today, and also for the kindly remarks made to me in his address. The post of Commercial Secretary of Legation for South China, which has recently been conferred on me, is an entirely new appointment, and is part of a scheme devised by the British Government with the object of providing manufacturers and merchants in the United Kingdom with a better service of information regarding foreign markets, and of assisting them to get into touch with consumers and producers in all parts of the world. Whilst it is undoubtedly true that the growth of a Nation's commerce must depend mainly on the energy and enterprise of its merchants, it is hoped by those who have organized the new Department that by the appointment of Commercial Intelligence Officers in foreign countries and in the British Dominions and Colonies, with the special duty of studying the resources and needs of each particular market, it may be possible to supplement the efforts of the individual merchant and manufacturer and to widen their knowledge of the more important centres of trade. As a part of this scheme three Commercial Intelligence Officers have been appointed for China—one to reside at Shanghai, one at Peking and one at Hongkong. That China is on the brink of great industrial and commercial developments is a fact patent to all who have taken any interest in the progress of events in recent years, and although unfortunate domestic dissensions may temporarily retard these developments it can hardly be doubted that she is destined in time to be one of the great trading nations of the world. It appears to me to be equally certain that in the coming era of trade expansion the merchants and manufacturers of South China, and in particular those whose business interests are centred in this Colony, will play a prominent part, and in accepting my present appointment I did so with a full consciousness of the responsibility which I was undertaking and of the difficult task of acting as Commercial Intelligence Officer for so important a field of trade. I can only hope to rely on the kindness of merchants, both British and Chinese, to assist me with the information and advice of which I shall frequently stand in need. In this connection I welcome this opportunity of meeting the General Committee of your Cham-

PITCHED BATTLE IN JUBILEE STREET.

AN OPIUM DEAL.

Jubilee Street was the scene of a pitched battle last night. Over a hundred Chinese, Chiu Chiu and Shanghai men, were reported to have taken part in a sequel to the fight which had been removed to the Government Civil Hospital, by the Police, last night. The reason for the fracas is unknown, as the Police seem unwilling to divulge information by putting two and two together. It appears that an opium deal was the cause of the whole contention. A certain party is alleged to have smuggled a quantity of opium on board the *Tung Ma*, which left yesterday for Shanghai. Others who also had a share in the deal, being to receive their portion of the opium, shared the shindy. Evening, champagne, scotch and brandy, in the confetti, dividing themselves into two factions. Daggers, hand-knives, and sticks, etc., were displayed, and the fray lasted for over half an hour. When things had reached a most exciting stage police whistles were blown and a regular posse of constables hurried to the scene, and attempted to break up the fight. The agitators immediately took to their heels in different directions, only the importunate remaining behind. They were conveyed to hospital, and will in due course appear before the Magistrate.

A NAVY JOKE.

HANKOW SNOTTIES AND A LONDON LADY.

Miss H. Rose, on October 18 last, sent the following postcard from the Carlton Hotel to her sister, Miss F. Rose:—"My dear F.—I almost forgot what we arranged for Saturday. Was it to meet at the corner of Charles-street about 1.15? Will be there if possible.—Love from H."

The postcard was not received by Miss F. Rose until a few weeks ago, when it arrived in the same envelope as the appended letter:—"H.M.S. Bee, Hankow, China, December 20, 1918."

My dear Miss Rose, The officers of H.M.S. Bee regret that through the delay of the British Post Office they were unable to meet you at 1.15 at the corner of Charles-street.

"We hope that you will forgive us for not turning up. The distance from China to Charles-street is very great. We enclose postcard, which seems to have taken the wrong turning. We will remember the corner of Charles-street when we return from this war.—Yours sincerely,

"Officers of Active Service."

P.S.—We hope that the person who sent the postcard is not still waiting on the corner and that you will let him down easily."

Evidently the postcard slipped into a package destined for H.M.S. Bee, as its stamp is still uncancelled.

her, and of expressing my pleasure in finding established in Hongkong a representative of an association of Chinese merchants joined together for the advancement of trade. A number such as yours, provided that it devotes its whole energies solely to the promotion of the commerce and manufactures of this Colony and of the great markets to which Hongkong serves as the open door, performs a most important function, and it affords me great pleasure to meet so many of your leading members. I may say that I place great reliance on the help of your Chamber to make me better acquainted with the trade conditions and potentialities of the South China market, and I shall not hesitate to apply to you when in need of information. On the other hand, if I can be of any assistance to your members in connection with commercial matters I shall be delighted to render any small service in my power. The principle of co-operation is of increasing importance in modern business, and whilst competition plays a most useful part in maintaining keenness and efficiency there are many directions in which merchants can work together for their mutual benefit. This statement is true not merely with regard to the relations between the merchants of one nationality, but also between those belonging to different nations having common commercial interests and aims, and I feel sure that the Chinese business community whose trade has been built up in the British Colony of Hongkong will agree with me that the co-operative principle can be applied with special fitness to the business relations between the merchants of Great Britain and China. I feel very strongly that it is by friendly association and mutual assistance between the merchants and manufacturers of our two Nations that the enormous latent resources of China can best be developed, and if I can at any time serve as a link of communication between the two I shall consider it a great privilege.

After tea was served and partaken of, the business of the meeting was proceeded with in the presence of Mr. Brett, and before the meeting dispersed, several questions were put to and answered by Mr. Brett.

BANVARD AMERICAN MUSICAL COMEDY CO.

The Banvard Musical Comedy Co., which opens here for a short season on Saturday, May 10, appeals to the primary instincts for amusements. Amusements which are attributed to the genius known as the first business man. The first business man isn't necessarily a bad lot. He is really the man of the street, and when he is through with his dinner he wants to be entertained. There's a demand for his business, a show where there is life, music, laughter, and comedy. He does not insist on intellectuality. He doesn't bring bored, which means thinking, just to hear and see and laugh and have those senses stunned—that all he asks and in the Banvard show he gets what he wants and so does the rest of the family. The repertoire to be presented by the Banvards are all delightful, refreshing, light and airy comedies, mixed with song, dancing and beauty done to a turn by eighteen clever American entertainers and produced with a wonderful background of costumes and scenery. If you are longing for an up-to-date (and music) show, the Banvard Company will supply that want.

MISSIONS TO SEAMEN.

The 1918 report of the Hongkong branch of the Missions to Seamen is to hand from Rev. W. T. Featherstone, the Chaplain, Secretary, and Superintendent. Mr. R. W. Bestow is now the manager of the Institute, succeeding Mrs. Allen. The report says that Mrs. Allen, ably assisted by Mr. Allen in his spare time, again rendered excellent service. Suitable tribute is also paid to the loveable nature of the late Rev. J. H. France. The Institute in recent months has been the scene of all nations was largely patronized.

Subscriptions totalled \$8,400. The Institute expenses were \$8,600.

TO CORRESPONDENTS.

"A Britisher." You evidently still think that it is the right way to distinguish the sheep from the goats to isolate those who did not "countenance" in the early stages of the war. That you know, proves nothing. An unsigned letter with an impenetrable answer to a letter that was signed "not seen" to us very sparingly. Hence its non-appearance.

THE TEA TRADE.

WILL PREFERENCE AFFECT THE TRADE?

London, May 2.

The *Times* states that the tea trade is of the opinion that preference will not affect the trade, in high class China teas, but will affect the importation of cheap China grades.

It is thought that one result of preference will be keener competition with British teas in foreign markets, which foreign teas may tend to go, but as long as British firms maintain their predominant interest, in nearly all the tea-growing centres in the world, there need be no fear of loss of trade to London, through preference as at present proposed.

CANTON ADVERSARIA.

The *Canton Times* reports a "Kwangtung for the Cantonese" movement. They want all the offices reserved for Cantonese and the deportation of all non-Cantonese troops, of whom there are said to be very many "eating up the revenue of the province."

An international committee is arranging for a Peace Celebration at Canton.

Two bridges are being made at Canton at a cost of nearly \$32,000. A statue of Admiral Cheng, ordered in Paris at a cost of \$9,000 francs, is expected at Canton in four months' time.

The *Finer* is the only British navy representative at Canton at present.

ALADDIN.

We learn from Mrs. Neighbour, that as the result of the four performances of *Aladdin*, that the Ministering Children's League funds will benefit to the extent of about \$1,600. A splendid result of a splendid show, and much credit is due to Mrs. Neighbour and all those who took part in the production.

THE "JOSHIN MARU"

Last Friday the *China Mail* reported the stranding of the O.S.K. steamer *Joshin Maru* on the "Cape of Good Hope" rock, just off Swatow.

Enquiry at the Takoo Dockyard this afternoon discloses that the damaged vessel has not reached the dock yet and the Dock Company is unaware of the time the *Joshin Maru* is expected.

SHANGHAI RACES.

SECOND DAY.

MR. MORRIS WINS DERBY.

The following are the results of yesterday's racing:—

Chu Ka Za Cup.—Three-quarter mile. Mr. McBain's, Golden Feather, (Mr. Sleep) 1

Mr. Bixshooter's, Bixshooter, (Mr. Springfield) 2

Mr. Ezra's, Iron Duke, (Mr. Era) 3

Time: 1 min. 29.35 secs.

The Mongolian Plate.—Half mile. Mr. Bonar's, Battle Axe (late Fanling chief) (Mr. Heard) 1

Mr. Birdrake's, Sea Hawk (late Candlemore) (Mr. Hill) 2

Messrs. Sky and Hickling's, Morning, (Mr. Hickling) 3

Time: 3 mins. 14.35 secs.

The Shanghai Derby.—One and half mile.

Mr. Henry Morris's, Maresfield (Mr. Stewart) 1

Mr. G. H. Pott's, Mighty King (Mr. Burkill) 2

Mr. G. H. Pott's, Fighting King (Mr. Vida) 3

Time: 3 mins. 11.25 secs.

Race Club Cup.—Two miles.

Mr. Ezra's, Rosewood... (Mr. Ezra) 1

Mr. Rennie's, Rouble... (Mr. Vida) 2

Mr. Bahndchild's, Scala... (Mr. Crokam) 3

Time: 4 mins. 22.15 secs.

Sicawei Cup.—One and quarter mile.

Mr. Henry Morris's, Castlefield... (Mr. Stewart) 1

Messrs. Toog and Speelman's, Sir Lamerock... (Mr. Vida) 2

Mr. Fash's, Nigger Minstrel... (Mr. Hill) 3

Time: 2 mins. 42.35 secs.

Grand Stand Stakes.—One and quarter mile.

Messrs. Winsome and Hasty's, The Heron... (Mr. Hill) 1

Mr. Edmund's, Michigan... (Mr. Vida) 2

Mr. Birdrake's, Sea Bird... (Mr. Willeumier) 3

Time: 2 mins. 40.45 secs.

Peking Stakes.—One mile.

Mr. Rose's, Gray Sand... (Mr. Springfield) 1

Mr. Massey's, Beacon Light... (Mr. Sleep) 2

Mr. Robson's, The Dancing Bird... (Mr. Willeumier) 3

Time: 2 mins. 04.45 secs.

Shanghai Stakes.—One and half mile.

Mr. Outport's, Gladiator... (Mr. Burkill) 1

Messrs. Stephen's and Hurkitt's, Bydand... (Mr. Willeumier) 2

Mr. Robinson's, Sans Fear... (Mr. Hill) 2

Time: 3 mins. 11.25 secs.

* Dead heat.

LOCAL AND GENERAL.

Mr. E. V. D. Parr is the only nominee for the Legislative Council up to the present.

There are few new arrivals in harbour. The *Kwangtuh*, *Tikist*, *Suyang*, and *Kamagatu Maru*, are among them.

The New South Wales Government is preparing a Bill compelling employers to reinstate returned soldiers in their former positions.

"The morning milk delivered at the parsonage was certainly weak, and the head of the household considered it necessary to remonstrate. 'Are you aware,' he remarked to the milkman, 'that we require this milk for the hitherto recognised purposes?'"

"I hope so, sir," replied the tradesman. "That's all right, then, 'returned the parson gently; 'I merely mentioned it in case you may have thought we wanted it for the font.'"

There has been another lucky "find" of ambergris, says the *B.N.B. Herald*, but the price realised was not quite as high as that of the former one. Messrs Kim Eng Hing, we hear, were the purchasers. Ambergris has a dark, nondescript colour and an unpleasant odour in the raw, and energetic seekers, of whom there are now plenty, are not sufficiently well versed in its appearance and peculiarities to be able to identify it, with the result that shopkeepers are being inundated with "finds" of every description of odiferous fotsam.

TO-DAY'S ADVERTISEMENT.

PUBLIC AUCTION.

The undersigned has received instructions to sell by Public Auction on

WEDNESDAY, May 21, 1919, at Noon,

at his Sales Rooms, Duddell Street.

The Wreck of the S.S. "CHIYO MARU,"

as she now lies off the Lamna Islands.

Terms: Cash on fall of the hammer, when vessel will be at purchaser's risk.

GEO. P. LAMBERT, Auctioneer.

Hongkong, May 7, 1919.

TO-DAYS ADVERTISEMENTS.

WANTED.

ENGINEER FOR LOCAL WORKS. Thorough shop training in mechanical engineering and experience in charge of steam plant essential. Apply "Box No. 1117" to "CHINA MAIL."

PUBLIC AUCTIONS.

The undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

SATURDAY,

May 10, 1919, at 10.30 a.m.,

at their Sales Rooms, No. 8, Des Vaux Road, Corner of

Ice House Street.

A QUANTITY OF

WINE AND SPIRITS, &c.,

And Several Cases of Perfume.

Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, May 7, 1919.

(For account of the concerned), on

SATURDAY,

May 10, 1919, at 10.30 a.m.,

at their Sales Rooms, No. 8, Des Vaux Road, Corner of

Ice House Street.

A QUANTITY OF

HOUSEHOLD FURNITURE,

&c., &c., &c.

(Removed to Sales Rooms for Convenience of sale.)

Two Bichas, Two Typewriters, Three Sporting Guns, Two Gent's Saddles with Bridles complete, Also

About 400 yds. Mosquito Netting, A quantity of Shirting and Sheeting.

Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, May 7, 1919.

(For account of the concerned), on

TUESDAY,

May 13, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of

Ice House Street.

A LARGE ASSORTMENT OF

USEFUL HOUSEHOLD LINENS, DRAWN WORK, & EMBROIDERIES,

Comprising:—

HOUSEHOLD LINENS:—Single and Double Plain and Hemstitched Sheets, Pillow Cases, Double White Satin Quilts, Linen Damask Serviettes, Glass Cloths, Bath Towels, Face Towels, &c., &c.

DRAWN WORK:—Bedspreads, Pillow Cases, Tray Cloths, &c., &c.

EMBROIDERIES:—Bedspreads, Table covers, Tea Cloths, Runners 18 by 54 in.

Also

A few lots of Suit Cases and Attache Cases.

(All new goods and small lots to suit purchasers).

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, May 7, 1919.

(For account of the concerned), on

TUESDAY,

May 13, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of

Ice House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS MOUNTED DOUBLE AND TWIN BEDSTEADS, CURTAINS, CARPETS, &c., &c.

Comprising:—

Chesterfield Sofas, Arm-chairs (new) Folding Card and Occasional tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, Washstands, &c., (Fumed Teakwood) Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, &c., Dinner Services, Cookery, and good Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware.

Electric Reading Lamps, Blackwood, Teakwood and Lacquered Screens, a quantity of Blackwood Furniture, Blackwood Fire Screens, Side Tables, Chairs, Cabinets, Pictures & Oil Paintings, Several Carpets new and second-hand.

Also

Collard & Collard Piano (good tone), one Enamelled Bath, and Two Bichas &c.

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, May 7, 1919.

NOTICES.

LANE, CRAWFORD & CO.

FURNISHING DEPT.

NEW GOODS JUST RECEIVED.

PRINTED COTTON BEDSPREADS

IN A VARIETY OF DESIGNS AND COLOURS.

FANCY TABLE COVERS.

CUSHION CASES.

AFTERNOON TEA CLOTHS.

SUMMER AND ICE BLANKETS.

SHEETINGS, SOUVENIRS, TOWELS.

DAMASK TABLECLOTHS AND NAPKINS.

GLASS AND PANTRY CLOTHS.

MOSQUITO NETS, BATH MATS.

AND ALL HOUSEHOLD REQUISITES.

LANE, CRAWFORD & CO.

NEW MUSIC

SHE SANG ALOHA TO ME

OH FRENCHY

JUST A BABY'S PRAYER

S MILES

WHILE THE INCENSE IS BURNING

HINDUSTAN

MISSOURI

ETC., ETC., ETC.

THE ANDERSON MUSIC COY.

16, DES VAUX ROAD.

TEL. 1322.

THE EDISON-DICK

MINUTEKATH

DUPLICATOR

INSPECTION INVITED

MUSTARD & CO.,

4, DES VAUX ROAD CENTRAL.

TELEPHONE 1100.

AGENTS in HONGKONG, AMOY, SWATOW AND CANTON;

BRITISH AMERICAN TOBACCO CO.

COLONIAL DISPENSARY.

FANCY PERFUMES.

EAU DE COLOGNE.

TOILET SOAPS.</

SHIPPING

P. & O.-BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.SAILINGS FOR
MARSEILLES & LONDON.
VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hong- kong about	Due Marseilles about	Due London about
"NEURALIA"	28th May at Noon	Middle of June	June

BOMBAY VIA STRAITS AND COLOMBO.

S.S.	Leave Hong- kong about	Due Bombay about
"OILWALA"	23rd May	11th June

CALCUTTA VIA STRAITS AND RANGOON.

S.S.	Leave Hong- kong about	Due Calcutta about
"ARRATON APCAR"	End of May	Due Calcutta June.

SHANGHAI, MOJI, KOBE &c.

S.S.	Leave Hong- kong about	Due Shanghai about
"OILWALA"	10th May at Daylight	Shanghai only.

Wireless on all steamers.
For PASSAGE RATES, HAND-BOOKS, FREIGHTS, &c. apply to—
MAGNINON, MACKENZIE & CO., Agents.
22, Des Vaux Road Central, HONGKONG.OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA).

FOR VANCOUVER AND SEATTLE.

For Space and Particulars apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE.

Sailings from Hongkong.

For freight & further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)Regular Service of Steamers Between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

For JAVA PORTS.	Steamer	Leave Hongkong
	HOKUTO MARU	on 8th May.
	RYOJUN MARU	on 21st May.
	BANRI MARU	on 12th June.
	BORNEO MARU	on 15th July.
	HOKUTO MARU	on 27th July.

For JAPAN PORTS.	Steamer	Leave Hongkong
	BORNEO MARU	on 11th June.
	HOKUTO MARU	on 21st June.
	RYOJUN MARU	on 4th July.
	BANRI MARU	on 28th July.
	BORNEO MARU	on 8th Aug.
	HOKUTO MARU	on 9th Sept.

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.
AMUR MARU—Tuesday, 20th May.
ANDES MARU—Monday, 2nd June.
*Call Marseilles.GENOA & BOMBAY—Monthly service, taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.
KASADO MARU—Friday, 9th May.
SUENOS AIRS, RIO DE JANEIRO, SANTOS, MAURITIUS,
HAWAII MARU—Sunday, 15th June.
BOMBAY COLOMBO—Regular fortnightly service via Singapore.
KASADO MARU—Friday, 9th May.SAIGON, BANGKOK, SINGAPORE—Regular monthly service.
SHISEN MARU—Sunday, 11th May.
SYDNEY, MELBOURNE—Monthly service calling at AUCLAND, N.Z., and ADELPHI.
NAKIN MARU—Tuesday, 10th June.VICTORIA, VANCOUVER, SEATTLE, TACOMA.
Regular fortnightly service, calling at intermediate ports in Japan and
transshipment at OYERLAND POINTS U.S. in connection with Chicago,
Philadelphia and St. Paul Railway.AFRICA MARU—Thursday, 22nd May.
MAIPHONG—Three times a month service.
DAITOKU MARU—Wednesday, 7th May.JAPAN PORTS—MOJI, KOBE, YOKKAICHI & YOKOHAMA.
KEELUNG, TAKAO VIA SWATOW, AMOY.
These steamers have excellent accommodation for 1st and 2nd class Saloon
Passengers and will arrive and depart from the HONG KONG FREE WHARF.For TAKAO via SWATOW and AMOY.
SOSU MARU—Thursday, 8th May at 9 a.m.
For KEELUNG via SWATOW and AMOY.
AMAKUSA MARU—Sunday, 11th May, at 10 a.m.For sailing dates and further particulars please apply to—
K. YAMASAKI, Manager.
No. 1, Queen's Building.

Tel. No. 744 & 745.

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO
THE PHILIPPINE GOVERNMENT.TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and
CASHED.BAGGAGE collected, forwarded and insured at lowest rates.
Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing
Sailings and Rates from the Far East to all parts of the World, will
be forwarded free on application.Telegraphic Address "COOKSON." THOS. COOK & SON,
Telephone No. 624. Hongkong Hotel Building, Hongkong.Also SHANGHAI, PEKING, YOKOHAMA, MANILA.
Overseas Offices—LUDGATE CHURCH, LONDON, E.C.

THE CHINA MAIL.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	NO. SAID
SHANGHAI	SUTANG	May 8, at Noon.
SHANGHAI & TSINGTAO	KWANG	May 11, Daylight.
SWATOW & BANGKOK	CHINFA	May 12, at Noon.
SHANGHAI	TAI	May 13, at Noon.
MANILA, CEBU & ILOILO	TAKING	May 14, at 2 p.m.
SHANGHAI	SUTANG	May 15, at Noon.
SHANGHAI & TSINGTAO	CHINFA	May 16, Daylight.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent
Saloon accommodation, midships. Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	To SAID
SANDAKAN	HINSANG	FRIDAY, May 9, at Noon.
MANILA	WOSANG	FRIDAY, May 9, at 3 p.m.
TIENSHIN	CHIPSING	SATURDAY, May 10, at Noon.
SHANGHAI	CHOYSHANG	TUESDAY, May 13, Daylight.
STRAITS & CALCUTTA	YATSHING	TUESDAY, May 13, at 3 p.m.
MANILA	WINGSANG	FRIDAY, May 16, at 3 p.m.

CALCUTTA LINE—This line is now being re-organized and will shortly afford frequent and
regular sailings to Calcutta via Singapore and Penang.
Returning from Calcutta steamers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light
and Fans and carry a fully qualified Surgeon.SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai,
Steamers on this line have a limited amount of passenger accommodation, and through tickets
can be obtained for Northern and Southern China Ports via Shanghai. Through Bill Lading are
issued to all Northern and Southern Ports.MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger
accommodation; sailings from Hongkong on Friday.
HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at
Haiphong when inducement offers.BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having
up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and
Landed Date.TIENSHIN LINE—A regular service is run from March to October between Hongkong and
Tientsin, calling at Weihaiwei and Chefoo.
Under Straits Government's Exemption Regulations. All European Passengers, leaving the Colony
for Straits Settlements, are required to produce on arrival at destination passports with their
Photographs and description affixed thereto.
For Freight or Passage, apply to—
Tel. No. 816.THE GENERAL MANAGERS—
JARDINE, MATHEWSON & Co., Ltd.THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

REGULAR SAILINGS
BETWEEN
CHINA, MANILA, SINGAPORE, JAPAN
and SEATTLE.

S.S. "WINDSEER" sails for SAN FRANCISCO—May 10th.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.
Telephone 2477 & 2478. Fifth Floor, Hotel Mansions.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong.
NIPPON MARU	11,000	3rd May from Yokohama.
SHINYO MARU	22,000	23rd May.
SIBERIA MARU	20,000	24th May from Yokohama.
PERSIA MARU	9,000	18th June.
KOREA MARU	20,000	28th June.
SENJO MARU	22,000	21st July.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA,
CALLAO, ARIQUA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leave Hongkong.
KIYO MARU	17,200	July 12th.
ANYO MARU	18,500	Sept. 10th.
SEIYO MARU		Nov. 4th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd.
and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc. apply to—
T. DAIGO, MANAGER,
KING'S BUILDING.

Telephone Nos. 2374 and 2375.

JAVA-PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LIJNMonthly Service between
NETH. INDIA, MANILA, HONGKONG and SAN FRANCISCO.The steamers are all fitted throughout with electric light and have
accommodation for a limited number of saloon-passengers.
All steamers carry a fully qualified surgeon.Cargo taken on through Bills of Lading to all Overland Points to the
United States of America and Canada.For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN,
GENERAL MANAGERS,
York Buildings.
Telephone No. 1874.

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CANADIAN PACIFIC

OCEAN
SERVICES

PACIFIC SERVICE

SAILINGS FROM HONGKONG TO VANCOUVER

VIA NAGASAKI (or Moji) KOBE and YOKOHAMA.

STEAMERS	FROM HONGKONG.	ARRIVE VANCOUVER.
Empress of Russia	8th May.	29th May.
Empress of Asia...	29th May.	16th June.
Empress of Russia	26th June.	14th July.
Empress of Japan	9th July.	30th July.
Empress of Asia...	24th July.	11th Aug.
Monteagle ...	2nd Aug.	26th Aug.
Empress of Russia	21st Aug.	8th Sept.
Empress of Asia...	18th Sept.	6th Oct.

"FARES HONGKONG TO EUROPE."

"EMPRESS OF RUSSIA" Gold \$401.00

"EMPRESS OF ASIA" Gold \$436.00

"EMPRESS OF JAPAN" Gold \$436.00

"MONTEAGLE" Gold \$436.00

Payable in Local currency at demand rate on New York.

For particulars regarding passage fares, sail-
ings and reservation of accommodation, also
freight of cargo and descriptive literature,
apply to—
F. D. SUTHERLAND,
General Agent, Passenger Department.
PHONE 774.For freight rates and through bills of lading,
via Vancouver, in connection with Canadian
Pacific Railway to all Overland Points in Canada
and United States, also to Europe and West
Indies, apply to—
J. H. WALLACE,
General Agent.
PHONE 11.

HONGKONG.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers, Electric Light and Fans in Saloon and
Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

HAIPHONG Capt. J. W. Evans FRIDAY, 9th May at 2 p.m.

HAITAN Capt. A. H. Stewart SUNDAY, 11th May at 10 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—
DOUGLAS LAPRAIK & Co.
General Managers.

CHINA MAIL S.S. CO., LTD

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons, American Registry). "CHINA" (10,200 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU

"NANKING" June 19th, 1919. "CHINA" July 2nd, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.
Prince's Buildings, Lee House Street. Tel. 1834.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.From Hongkong: PROPOSED SAILING. Connecting with From Colombo:
EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS en route—and affording the Quickest Freight
Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to—

THE BANK LINE, LTD.,
MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO
UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For STEAMERS SAILS.

Subject to change without notice.

Or to REISS & Co., Canton. THE BANK LINE, LTD
General Agents.

HONGKONG TAILORING CO.

LADIES' and GENTS' TAILORS, DRESS-MAKERS

MILLINERS and DRAPERS, &c.

New and up-to-date Materials in Stock.

No. 16, D'AGUIAR STREET, CENTRAL.

TELEPHONE No. 2880. HONGKONG.

PEACE AND A WORLD
TRAGEDY.

A London correspondent writes—
"In the House of Lords on March 6
I listened to a debate which
will receive little public attention.
Yet it was one in its elemental truths
which should arrest in solemn awe all
racial and class strife. In the stilted
words of Parliamentary procedure, it
recorded the fact that the world is
now entering upon a period of human
suffering and social disintegration
greater than any which has
ever been recorded. I hold no brief
for the Marquis of Lansdowne. But
in the debate which he raised concern-
ing the mystery surrounding the
holding back of German mercantile
tonnage, he laid stress upon a most
dreadful possibility, of Europe gener-
ally being driven economically into
a catastrophe which might prove
to be one of the worst disasters that
has ever occurred in the world's
history. So far as Russia is con-
cerned, he has spoken to men associa-
ted with shipping and commerce
who have escaped from that
country, and they confirm the
rumours that wholesale murder
under the Bolsheviks has been
followed by unofficial cannibalism,
and by the legalized compulsory
prostitution of all women, as well as
the collapse of all commercial enter-
prises. Yet in this country there
are hundreds of agents still permitted
at large who are advocating this
dreadful propaganda, and our legisla-
tors are fiddling with tame
experimental Bolshevik ideas instead
of tackling that which is now
obvious."

"In the debate to which I refer
general confusion was accorded to
the Marquis of Lansdowne's
assertion that Central Europe was
being driven into Bolshevism, and
social madness through the lack of
food supplies. The Earl of Crawford,
who put up the best reply which he
could for the British Government,
admitted that the shipping tonnage
shortage was hampering the Allies
from rescuing the Central Powers
from a condition of starvation, and
gave out the startling revelation
that while the German mercantile
tonnage of two million tons was
nominally surrendered to us under
the terms of the armistice, not one
single ton had yet actually been
surrendered to the Allies. Meantime,
I learn that the disposal of this ton-
nage, although obviously the conquest
of the British Navy, is being left
chiefly to the decision of President
Wilson. It is not a question of the
Germans refusing to surrender. It is
a question of procrastination at the
Peace Conference, where it is said,
rightly or wrongly, commercial
British shipping supremacy is being
subordinated to United States in-
terests."

SHIPPING NOTES.

The luxuriously-equipped motor-
house boat is daily becoming more
popular in India. Of late one or two
well-appointed shallow draught river
craft of the type have been con-
structed, fitted with highpowered
machinery, consuming petrol. In
this connection it is reported that
the ruler of a native state has placed
an order for a motor house boat of
no less than 125ft. in length. She
will probably be fitted with two
70-h.p. Thornycroft petrol motors
driving twin-screws through Thorny-
croft reverse gear.

The Lord Mayor, presiding at the
annual meeting of the City of Lon-
don Branch of the Royal National
Lifeboat Institution held recently,
said that the society since it was
founded had been instrumental in
saving 57,000 lives; that during the
period of the war over 5,000 people
were rescued; and of these more than
1,600 casualties directly attributable
to the war. Since 1914, 177 vessels
in all had been saved. The R.N.L.I.
it appears have under consideration
a proposal for establishing a fleet of
full-powered motor life-boats at a
cost of half a million sterling.

Not only in this country but also
in the United States has the cost of
heavy oil marine motors gone up
considerably. It is reported that the
contract price for the twenty 1,100
h.p. four cycle Waukesha Diesel
engines to be built by the Scania
Pacific Oil Engine Company for ten
new 5,000-ton twin-screw motor
ships for the U.S. Emergency Fleet
is in the region of £500,000 or
about \$25 per h.p. Before the war
Waukesha engines could be
obtained in Amsterdam at between
£3 and £9 per h.p.

The Union Gas Engine Co. of Oak-
land, California, who specialise in
high-powered installations consum-
ing light fuel, have completed a 300
h.p. paraffin electric-ignition engine
to be fitted in a 185ft. cargo carrier
trading in the Gulf of Orleans. The
engine which, by the way, is a four-
cylinder model, is by no means the
largest of its type built in America.
Some years ago the firm constructed
one of 600 h.p., whilst only recently
another of 500 h.p. was delivered.

Although, however, the electric
ignition paraffin engine has in the past met
with a certain amount of favour in
U.S.A. for commercial vessels, the
cost of the lighter fuels even in these
parts has gone up considerably of
late, and this, coupled with the fact
that the heavy oil hot-bulb motor is
there, daily becoming more popular,
does not suggest a great future in
America for what, after all, is a type
of machine not too well suited to the
full lined commercial boat.

WEDNESDAY, MAY 7, 1919.

THE CHINA MAIL.

SHIPPING

P. & O.-BRITISH INDIA
& APCAR LINES(COMPANIES INCORPORATED IN ENGLAND)
MAIL AND PASSENGER SERVICESSTRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED
SEA, EGYPT, EUROPE, &c.

MARSEILLES AND LONDON.

Steamers	Leave Hongkong about	Due MARSEILLES about	Due LONDON about
NEUMALIA	2nd May, at Noon	Middle of June	June

BOMBAY via STRAITS & COLOMBO.

S. S.	Leave Hongkong about	Due Bombay about
HEJAZ	4th May at Daylight	22nd May
DELWARA	23rd May	11th June

CALCUTTA via STRAITS and RANGOON.

ARRATON APCAR	End of May	Due Calcutta June
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SAILINGS ALSO TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S. S.	Leave Hongkong about	Shanghai only.
DELWARA	10th May at Daylight	
ARRATON APCAR	15th May	

Tickets interchangeable.
P. & O. Australian Tickets are interchangeable with the New Zealand
Shipping Co. (via Panama) or P. & O. Company's steamers between Singapore and
Calcutta or Madras in line of the section P. & O. Ticket Singapore to Colombo.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be altered without notice.

NOTICE TO CONSIGNEES
Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.
Any damaged packages must be left in the Godowns for examination by the
Company's Surveyors. Messrs Goddard and Douglas at 10 a.m.
on Mondays and Thursdays. All claims must be presented within ten days of the
steamer's arrival here, after which date they cannot be recognised. No claims will
be admitted after the goods have left the Godowns.
For further information, Freight Rates, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.

E. HING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1118. 25, Wing Wo Street, Central.

NIPPON YUSEN KAISHA
(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
Shanghai, Kobe & Yokohama	Tambara Maru, 13,510 tons	MONDAY, 12th May, at 11 a.m.
Nagasaki, Kobe & Yokohama	Tango Maru, 13,750 tons	SATURDAY, 24th May, at 11 a.m.
London & Antwerp via S'pore, Penang, Colombo, Suez & Port Said	Shidzuka Maru, 12,550 tons	SATURDAY, 17th May, at Noon.
Melbourne via Manila, Zamboanga, Thursday Is., Townsville, Brisbane, & Sydney	Kaga Maru, 13,300 tons	SATURDAY, 31st May, at Noon.
New York via Japan	Aki Maru, 14,000 tons	WEDNESDAY, 21st May, at 11 a.m.
Bombay via Singapore & Colombo	Tatsuno Maru, 14,330 tons	TUESDAY, 27th May.
Calcutta via Singapore, Penang & Rangoon	Kaifuku Maru, 14,000 tons	MONDAY, 12th May.
	Tenzan Maru, 14,000 tons	Middle of May.

HONGKONG-VICTORIA B.C.-SEATTLE

KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA & VICTORIA.

Operated by the magnificent and splendidly equipped
Passenger Steamers "Fushimi Maru," "Suwa Maru,"
"Kashima Maru" and "Katori Maru," each of over 20,000
tons displacement.Next sailing from Hongkong:
"Fushimi Maru," SUNDAY, 22nd June, at 11 a.m.Omitting Manila Eastbound
For further information apply to
NIPPON YUSEN KAISHA.
S. YASUDA, Manager

Telephone 222 & 228.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDRIES. All work done in this establishment is guaranteed. We have
thirty years' experience. We own two slipways and can accommodate any craft
up to 200 feet long.
Town Office: 43, Cornhill Road Central, Hongkong. Telephone No. 459.
Shipyard: Shum-Sui-Po, Kowloon, Hongkong.
Estimates furnished on application. WONG PING WA, Manager
Hongkong, April 1, 1912.

VESSELS ADVERTISED AS LOADING

DESTINATIONS.	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Shingo Maru	Toyo Kisen Kaisha	On 23rd May.
San Francisco via Shanghai, Japan &c.	Persia Maru	Toyo Kisen Kaisha	On 13th June.
San Francisco via Shanghai, Japan &c.	Colombia	Pacific Mail S.S. Co.	On 31st May, at Noon.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 2nd July.
San Francisco via Shanghai, Japan &c.	Nanking	China Mail S.S. Co., Ltd.	On 10th June.
San Francisco via Shanghai, Japan &c.	Tambara	Osaka Shosen Kaisha	On 14th May, at 3 P.M.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 22nd May.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 28th May.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 5th June.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 12th June.
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Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 19th April.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 26th April.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 3rd May.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 10th May.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 17th May.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 24th May.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 31st May.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 7th June.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 14th June.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 21st June.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 28th June.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 5th July.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 12th July.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 19th July.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 26th July.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 2nd August.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 9th August.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 16th August.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 23rd August.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 30th August.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 6th September.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 13th September.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 20th September.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 27th September.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 4th October.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 11th October.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 18th October.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 25th October.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 1st November.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 8th November.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 15th November.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 22nd November.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 29th November.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 6th December.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 13th December.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 20th December.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 27th December.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 3rd January.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 10th January.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 17th January.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 24th January.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 31st January.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 7th February.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 14th February.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 21st February.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 28th February.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 5th March.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 12th March.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 19th March.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 26th March.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 2nd April.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 9th April.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 16th April.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 23rd April.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 30th April.
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Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 14th May.
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Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 28th May.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 4th June.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 11th June.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 18th June.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 25th June.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 2nd July.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 9th July.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 16th July.
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Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 5th November.
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Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 28th January.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 4th February.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 11th February.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 18th February.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 25th February.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 3rd March.
Manila, Cebu & Hongkong	Tambara	Osaka Shosen Kaisha	On 10th March.
Manila, Cebu & Hongkong	Tam		

